



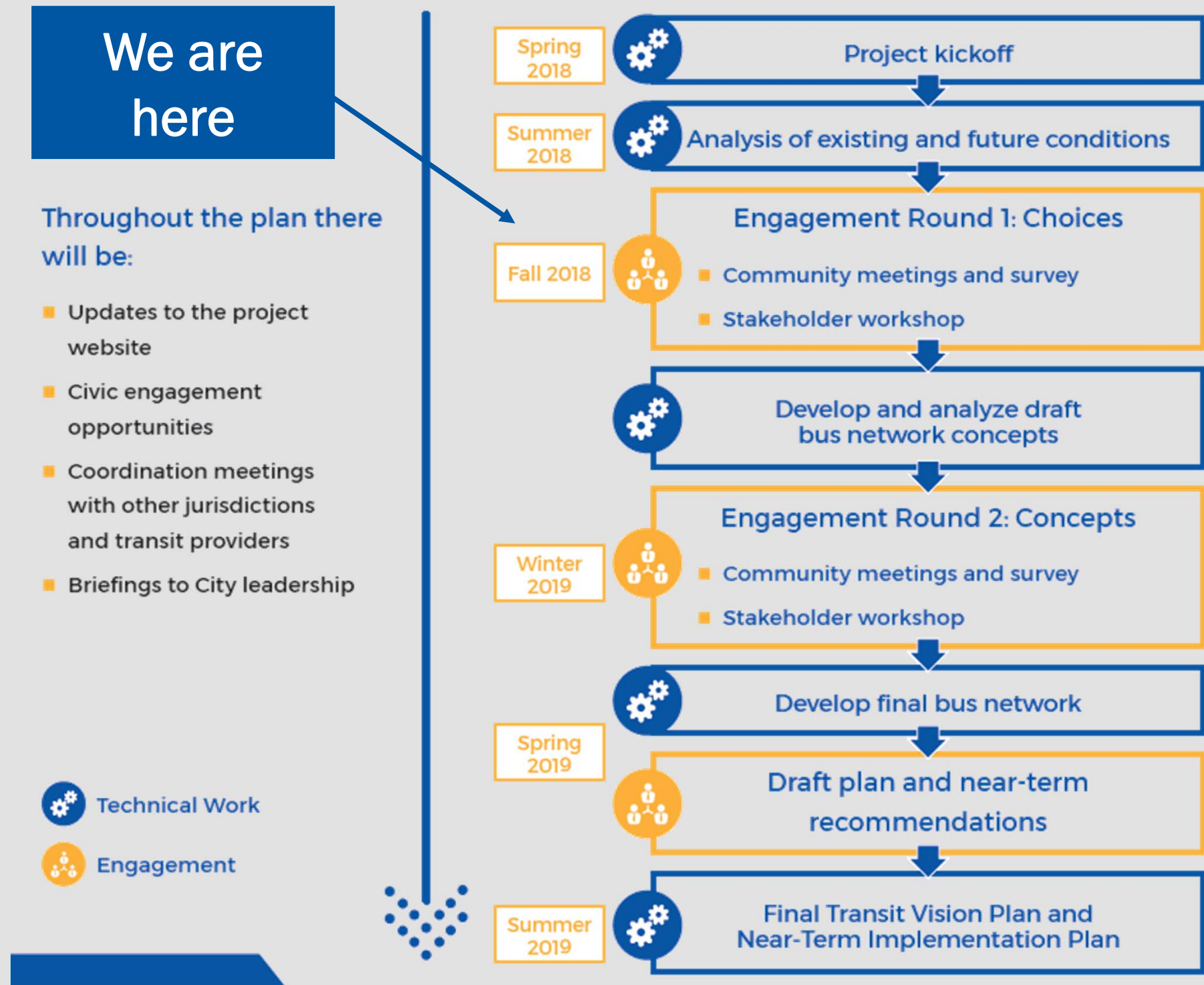
Engagement Round #1

Summary of Input – 11/5/2018



Vision Process

- Published Choices Report
- Round 1 community engagement
- Input on value trade-offs



Engagement Round #1

- Stakeholder workshop
- 9 pop-up events
 - Braddock Metro
 - King Street Metro
 - Mark Center Station
 - Van Dorn Metro
 - Build America Plaza & Southern Towers
 - Port Festival
 - Four Mile Run Farmers Market
 - Del Ray
 - West End/Beauregard
- 2 community meetings
 - October 16th at Durant Arts Center
 - October 18th at Samuel Tucker Elementary School
- Webpage update and online survey



- Leadership Briefings
 - September 27th – Joint meeting with Alexandria Transportation Commission and DASH Board
 - DASH Board member follow-ups October 17th and November 5th
- Meeting with DASH drivers



Stakeholder Workshop

- September 29, 2018
9:00am - 1:00pm
TC Williams High School
- 50 participants



Public Participation

- 33 meeting sign-ins
- 310 distinct survey responses
 - 245 online
 - 65 paper
- 8 email comments

ALEXANDRIA
Transit Vision
Your City. Your Transit Network.

Key Choices Survey

The Alexandria Transit Vision Plan will identify existing and future bus transit needs and community priorities in the City of Alexandria as a basis for *designing a bus network* that improves mobility, accessibility, and overall cost efficiency.

Project Overview

- Opportunity to fundamentally reimagine the city's bus network
- Consistent with City of Alexandria's Transportation Master Plan objectives
- Close partnership between DASH and City of Alexandria

This survey is part of the first phase of outreach for the Alexandria Plan. For more information about the project and to view additional meeting materials, please visit www.alexandriava.gov/Transit

Thank you for taking this survey!
It should take you less than 10 minutes to complete.

Please submit your completed survey in person at the community meeting or mail to:
Attn: Alexandria Transit Vision Survey
11400 Commerce Park Drive
Suite 400
Reston, VA 20191

Frecuencia versus cobertura
Dentro de un presupuesto fijo, una agencia de tránsito debe elegir cómo distribuir su servicio.

Alta Frecuencia: El servicio de autobuses funciona con frecuencia en algunas rutas en las zonas más concurridas. Las esperas son cortas y los viajes son más rápidos en lugares con la mayor cantidad de residentes y los negocios. Sin embargo, las áreas menos pobladas pueden no tener servicio.

Amplia Cobertura: La mayoría de las calles tienen un servicio de autobús mínimo, incluso en lugares con muy poca gente. Todo el mundo está a pocos pasos de una parada de autobús, pero las esperas son largas y los viajes son lentos.

5. ¿Qué elegiría? (Marque sólo una opción):

Escenario de alta frecuencia: ¿Caminar una distancia mayor, pero esperar menos por su autobús?

Escenario de amplia cobertura: ¿Caminar una distancia menor, pero esperar más por su autobús?

☐ Yo prefiero el escenario de alta frecuencia.

☐ Prefiero el escenario de alta frecuencia, pero creo que se necesita algún servicio de cobertura.

☐ Prefiero el escenario de amplia cobertura, incluso si los autobuses funcionan con poca frecuencia.

☐ Yo prefiero fuertemente el escenario de amplia cobertura.

Transfers
Tomar el transporte público puede o no requerir que los pasajeros se transfieran entre diferentes líneas. Por lo general, esto se conoce como un "viaje en un solo asiento" cuando los usuarios solo deben abordar un solo autobús para conectarse entre el inicio y el final del viaje.

Viaje en un solo asiento: El servicio de autobuses conecta cada área residencial con cada centro de actividades. Si bien esta opción ofrece un viaje en "un solo asiento", los autobuses no suelen ser frecuentes, lo que significa que los pasajeros deben esperar para que los recojan y/o lleguen temprano o tarde a su destino. Por lo tanto, es mayor.

Espera mínima: El servicio de autobuses en esta red es frecuente, con tiempos de espera mínimos. Sin embargo, para que las áreas residenciales accedan a ciertos centros de actividad, los pasajeros deben trasladarse a un punto de intercambio antes de llegar a su destino, pero llegan más rápido a su destino.

6. ¿Qué elegiría? (Marque sólo una opción):

Escenario de viaje en un solo asiento: ¿Un viaje de un solo asiento con un tiempo de espera largo?

Escenario de tiempo de espera mínimo: ¿Un tiempo de espera mínimo con la necesidad de transferir de autobuses?

☐ Prefiero, sin duda alguna, el viaje en un solo asiento, incluso si mi espera es más larga.

☐ Prefiero el viaje en un solo asiento, incluso si mi espera es más larga.

☐ Prefiero el viaje más rápido con menos espera, incluso si tengo que transferir.





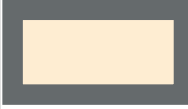

☐ Prefiero, sin duda alguna, el viaje más rápido con menos espera, incluso si tengo que transferir.

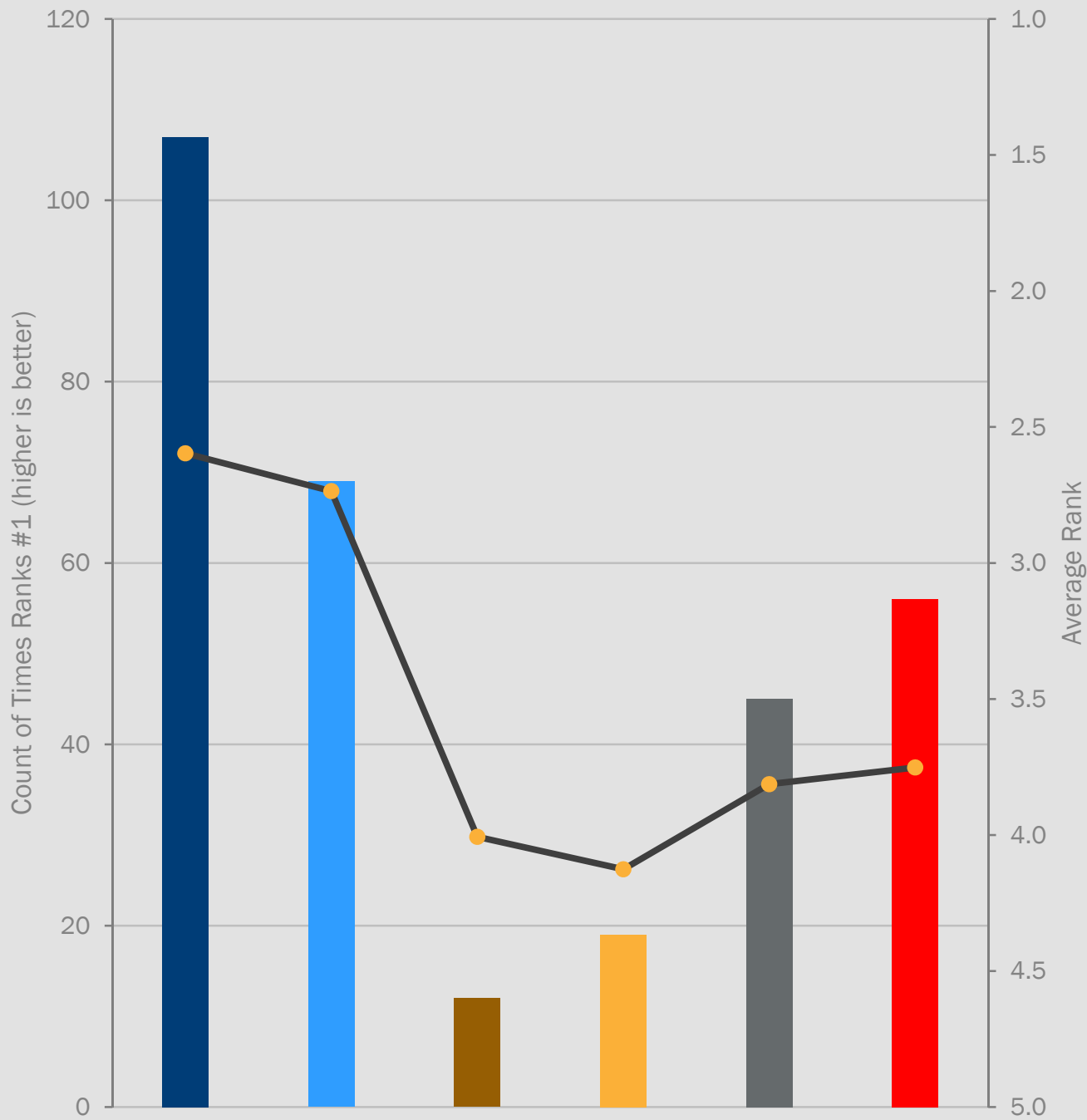


Public Survey – Transit Benefits

1. What are the most important benefits of public transportation (trains, buses, etc.)? Please rank these statements by filling the boxes with numbers 1 through 6, with 1 being the most valuable.

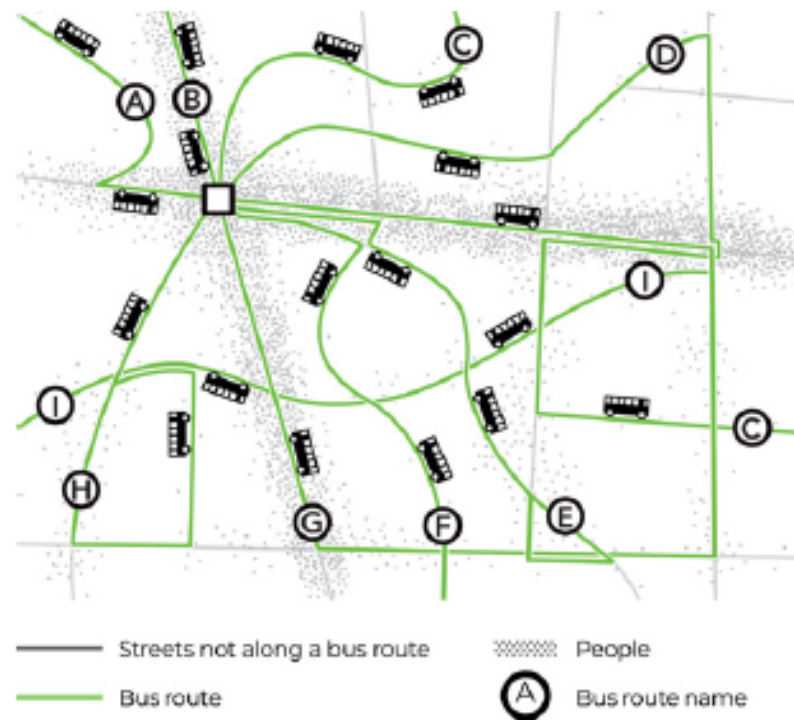
Rank

-  Allowing people to move around the city efficiently without increasing auto congestion
-  Providing access to jobs and services for people who don't have a car, or those with low incomes
-  Providing transportation for people with limited physical ability
-  Improving air quality and reducing environmental impacts of travel
-  Providing basic public transportation to everyone, regardless of where they live
-  Providing high-quality transit in areas where the service will be used by a lot of people

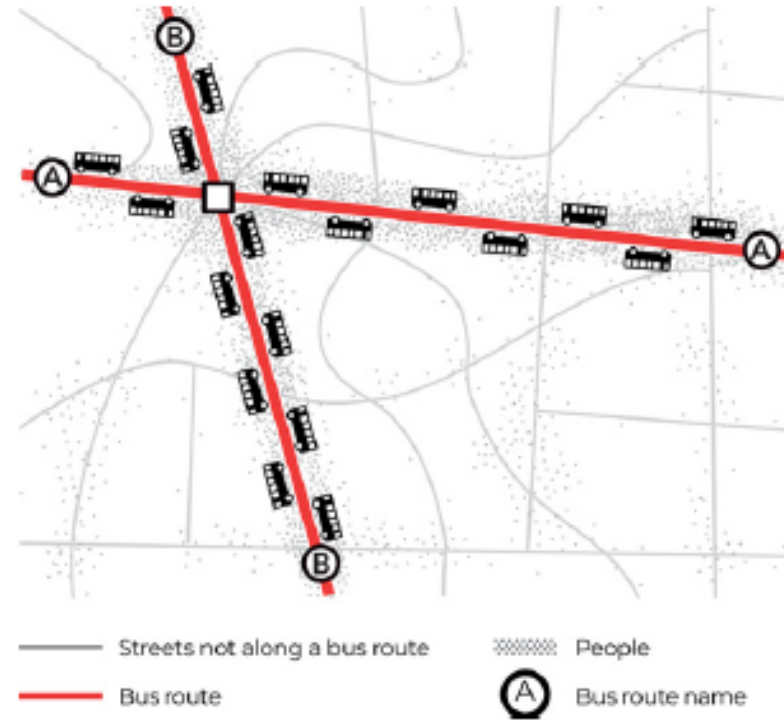


Coverage vs. Frequency

Within a fixed budget, a transit agency must make a choice in how to distribute its service.



High Coverage: Most streets have some minimal bus service, even in places with very few people. Everyone is a short walk from a bus stop, but waits are long and trips are slow.



High Frequency: Bus service runs on a few frequent routes, only in the busiest areas. Waits are short and trips are faster in places with the most residents and businesses. However, less-populated areas may have no service at all.



Public Survey – Coverage vs. Frequency

5. What would you choose between (check only one):



I strongly prefer the High Coverage Scenario.



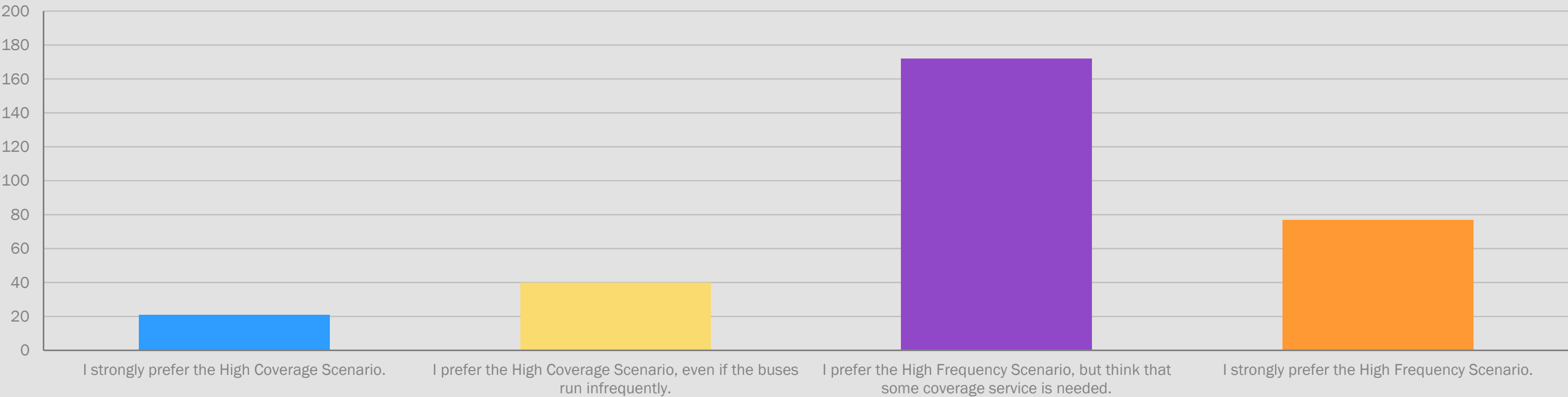
I prefer the High Coverage Scenario, even if the buses run infrequently.



I prefer the High Frequency Scenario, but think that some coverage service is needed.

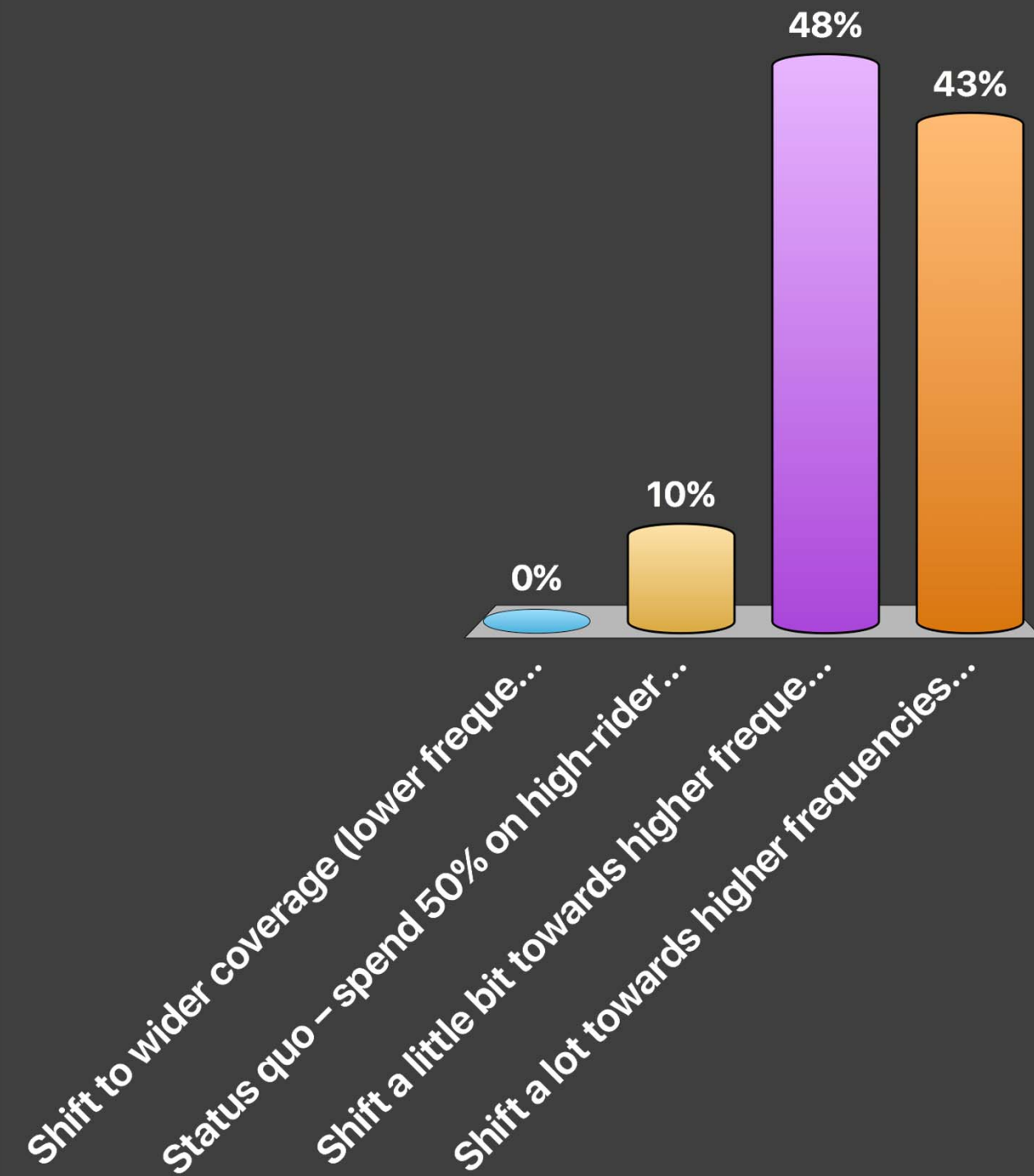


I strongly prefer the High Frequency Scenario.



Stakeholder Poll – Coverage vs. frequency *within existing budget*

1. Shift to wider coverage (lower frequencies, shorter spans, lower ridership).
2. Status quo – spend 50% on high-ridership service.
3. Shift a *little bit* towards higher frequencies and higher ridership.
4. Shift a *lot* towards higher frequencies and higher ridership.



Walk vs. Wait

This example below shows two different ways to provide transit service in the same neighborhood at the same cost.



Minimize Waiting: The bus service is running frequently (every 15 minutes) on one major road. The wait for the bus is shorter but some people may have to walk farther to reach the bus stop.



Minimize Walking: There are two bus routes where the service runs less frequently (every 30 minutes). Walks to the bus stop are shorter, but riders must wait longer for the bus to arrive.



Public Survey – Walk vs. Wait

4. What would you choose between (check only one):



I strongly prefer shorter waits, and don't mind walking a bit farther.



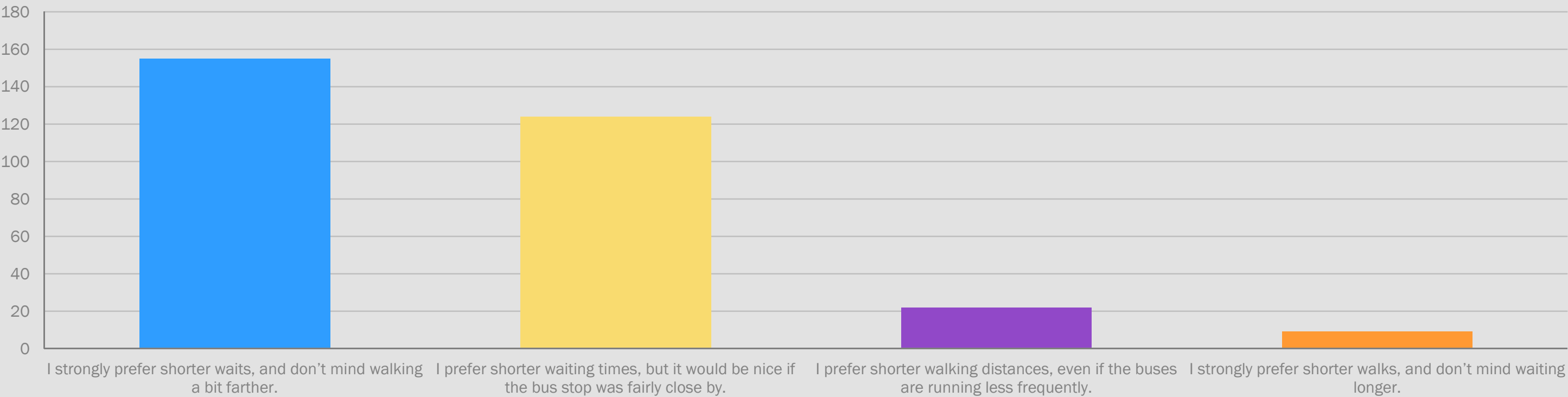
I prefer shorter waiting times, but it would be nice if the bus stop was fairly close by.



I prefer shorter walking distances, even if the buses are running less frequently.

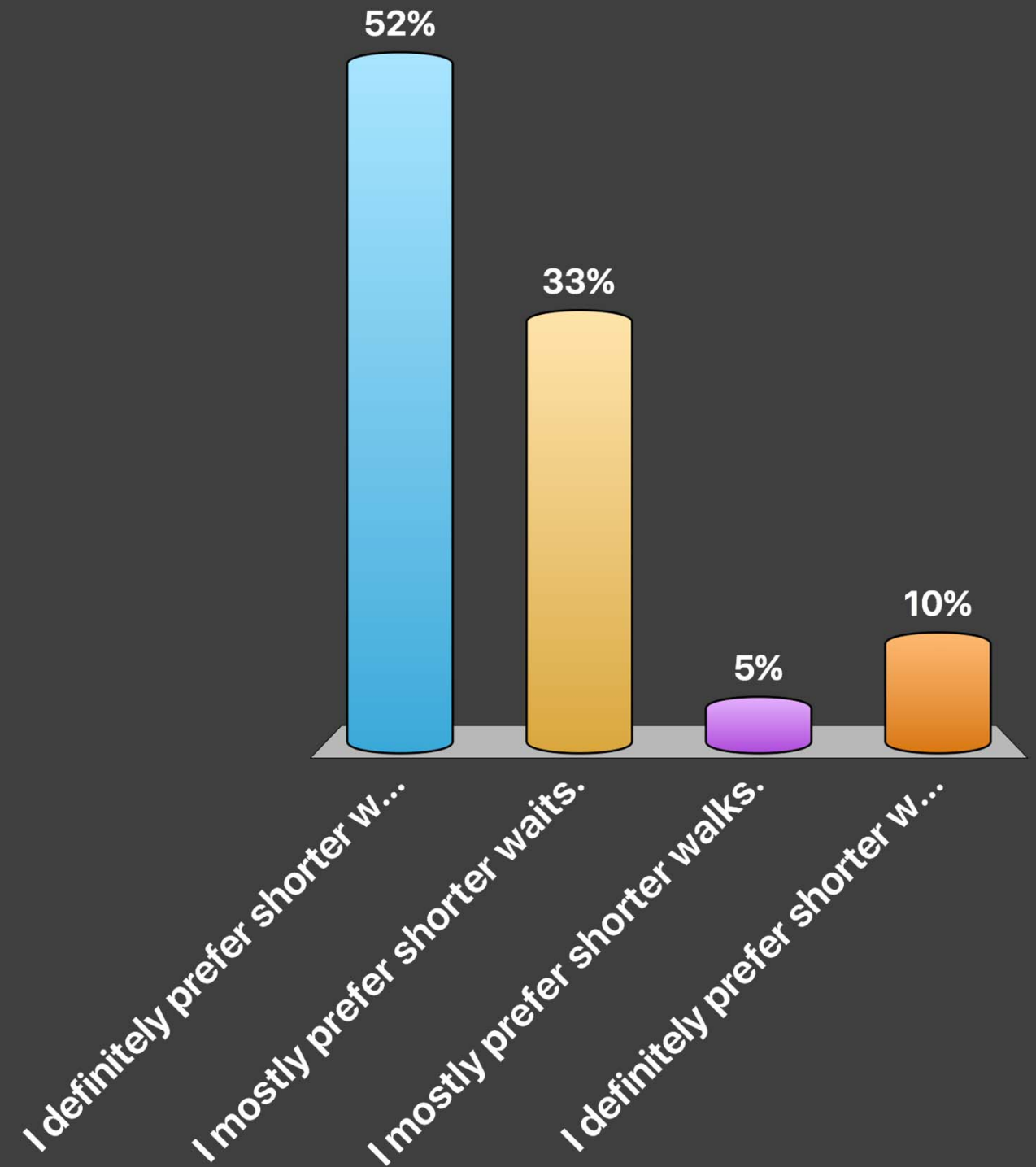


I strongly prefer shorter walks, and don't mind waiting longer.



Stakeholder Poll – Walk vs. Wait

1. I definitely prefer shorter waits.
2. I mostly prefer shorter waits.
3. I mostly prefer shorter walks.
4. I definitely prefer shorter walks.

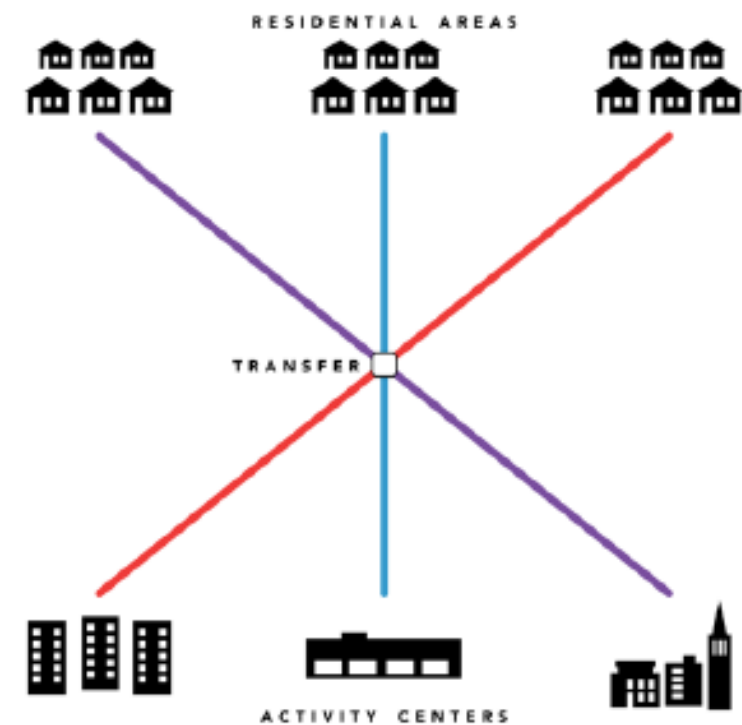


Transfers

Taking public transit may or may not require passengers to transfer between different lines. This is typically referred to as a “one-seat ride” when patrons need to board only a single bus to connect between their start and end of trip.



One Seat Ride: Bus service connects each residential area with each activity center. While this option provides a “one seat” ride, buses come very infrequently meaning passengers must wait to be picked up and/or arrive early or late to their destination and their total trip time is longer.



Minimum Wait: Bus service on this network is frequent, with minimal wait times. However, for residential areas to access certain activity centers, passengers must transfer at an interchange point prior to reaching their destination, but they reach their destination faster.



Public Survey – Transfers

6. What would you choose between (check only one):



I strongly prefer the one seat ride, even if my wait is longer.



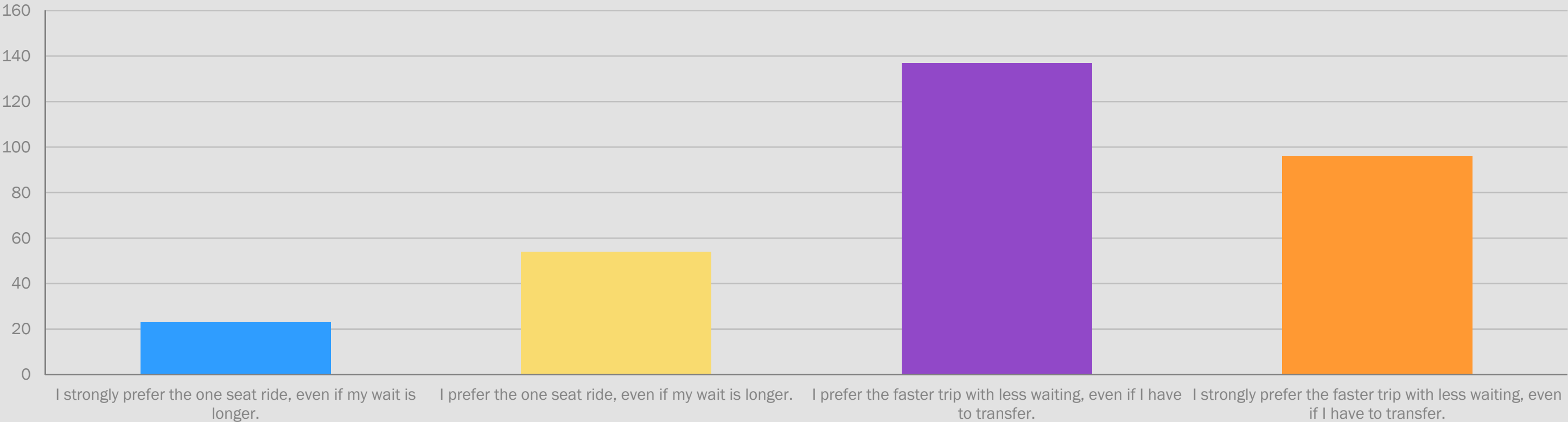
I prefer the one seat ride, even if my wait is longer.



I prefer the faster trip with less waiting, even if I have to transfer.

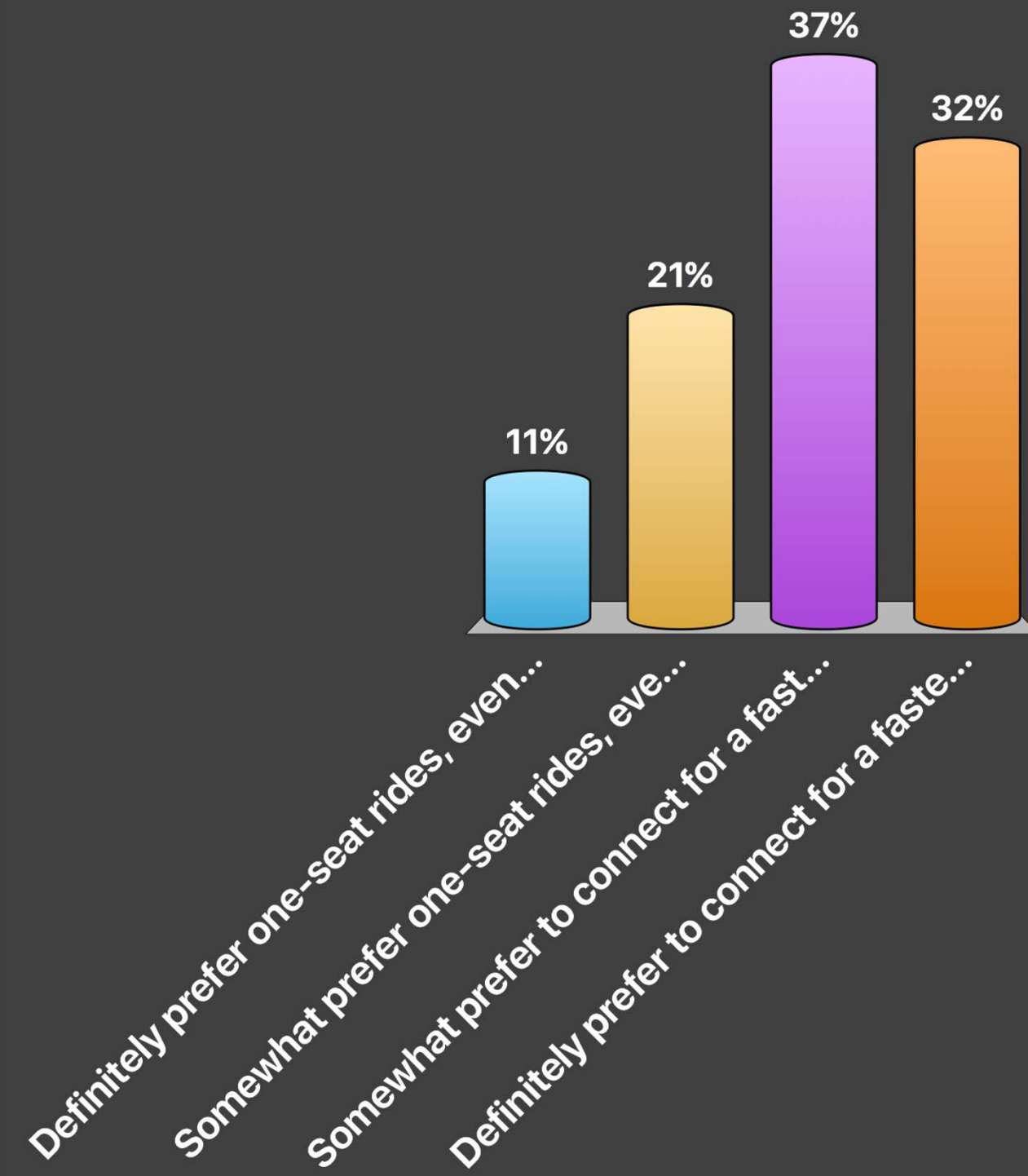


I strongly prefer the faster trip with less waiting, even if I have to transfer.



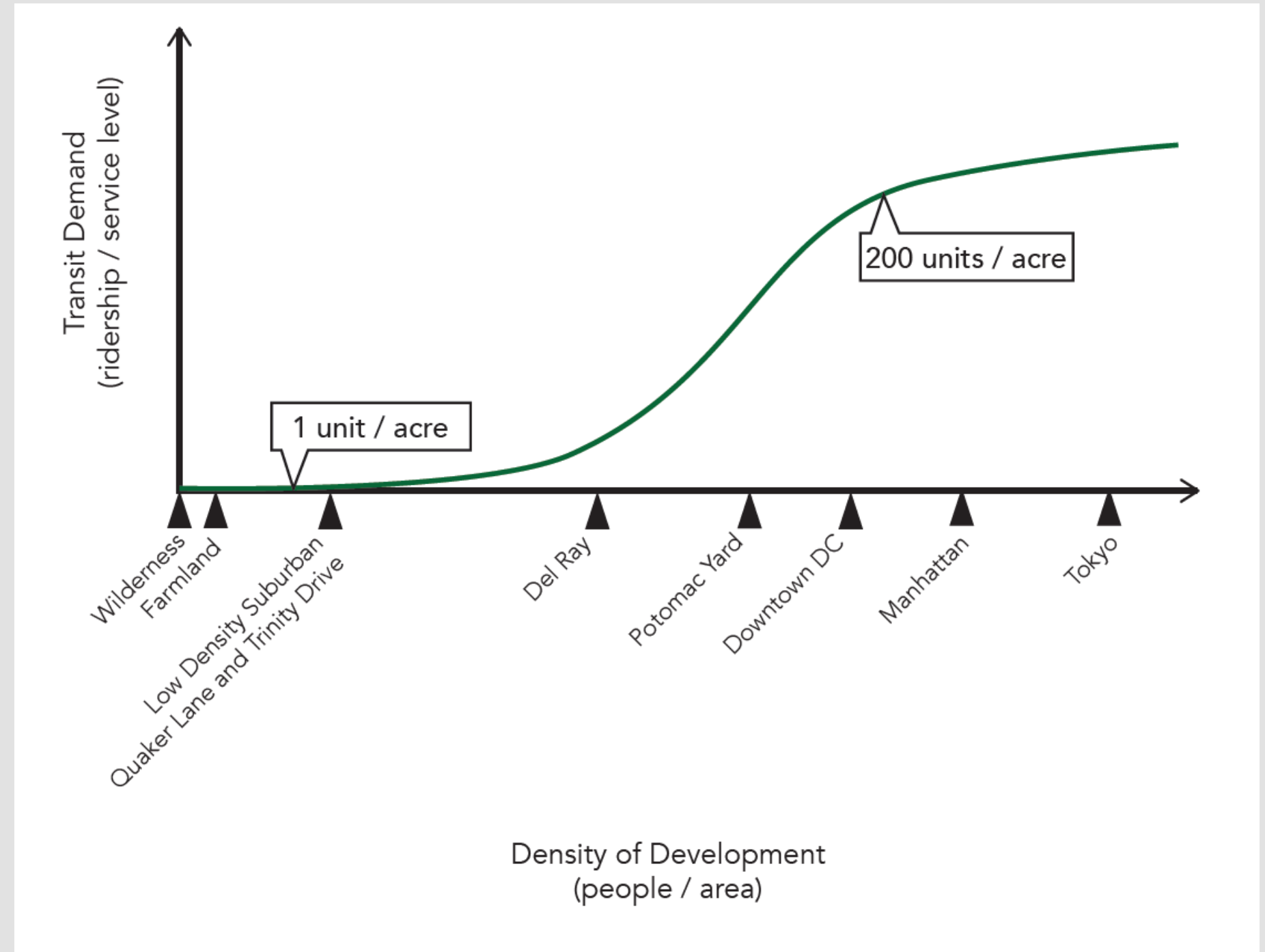
Stakeholder Poll – Transfers

1. Definitely prefer one-seat rides, even if trips are longer.
2. Somewhat prefer one-seat rides, even if trips are longer.
3. Somewhat prefer to connect for a faster trip.
4. Definitely prefer to connect for a faster trip.



Investment

- Density drives demand
- Alexandria in the curve where demand expected to increase with planned increase in density

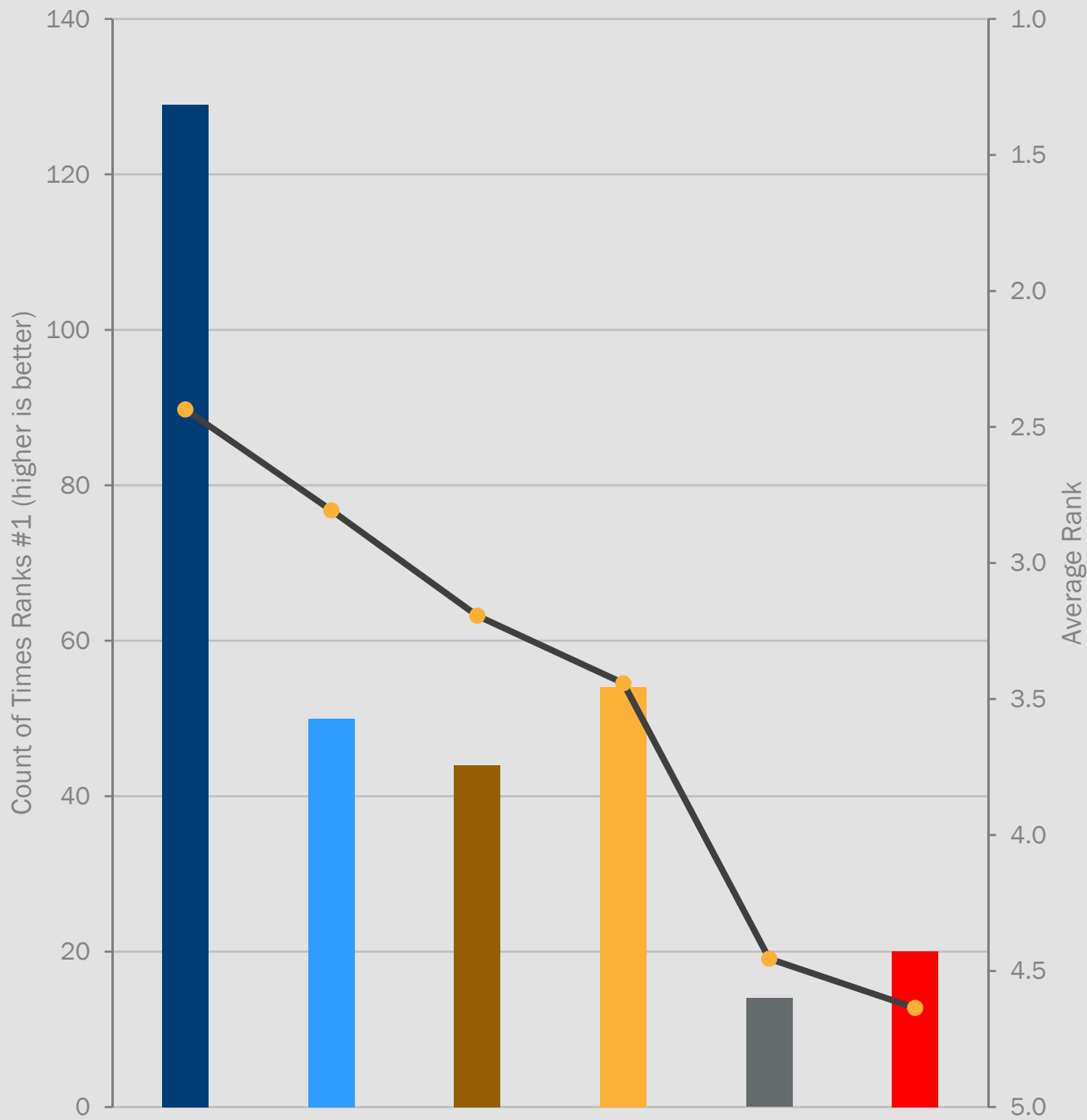


Public Survey – Investment Priorities

2. If you had additional money for transit service, how would you invest it? Please rank these statements by filling the boxes with numbers 1 through 6, with 1 being your highest priority.

Rank

- Adding service (frequency) during weekday rush hours (6 am-9 am and 4 pm-7 pm) to reduce waiting time between buses
- Adding service (frequency) on weekdays outside of rush hours (before 6 am, 9 am-4 pm, after 7 pm)
- Adding service (frequency) on weekends
- Providing service (new routes) to places that don't currently have service
- Adding more passenger amenities (bus shelters, real-time transit info, onboard WiFi, etc.)
- Reducing fares to make transit more affordable



Public Survey – Investment Priorities

3. Is there another way you would choose to invest your additional money from transit service?

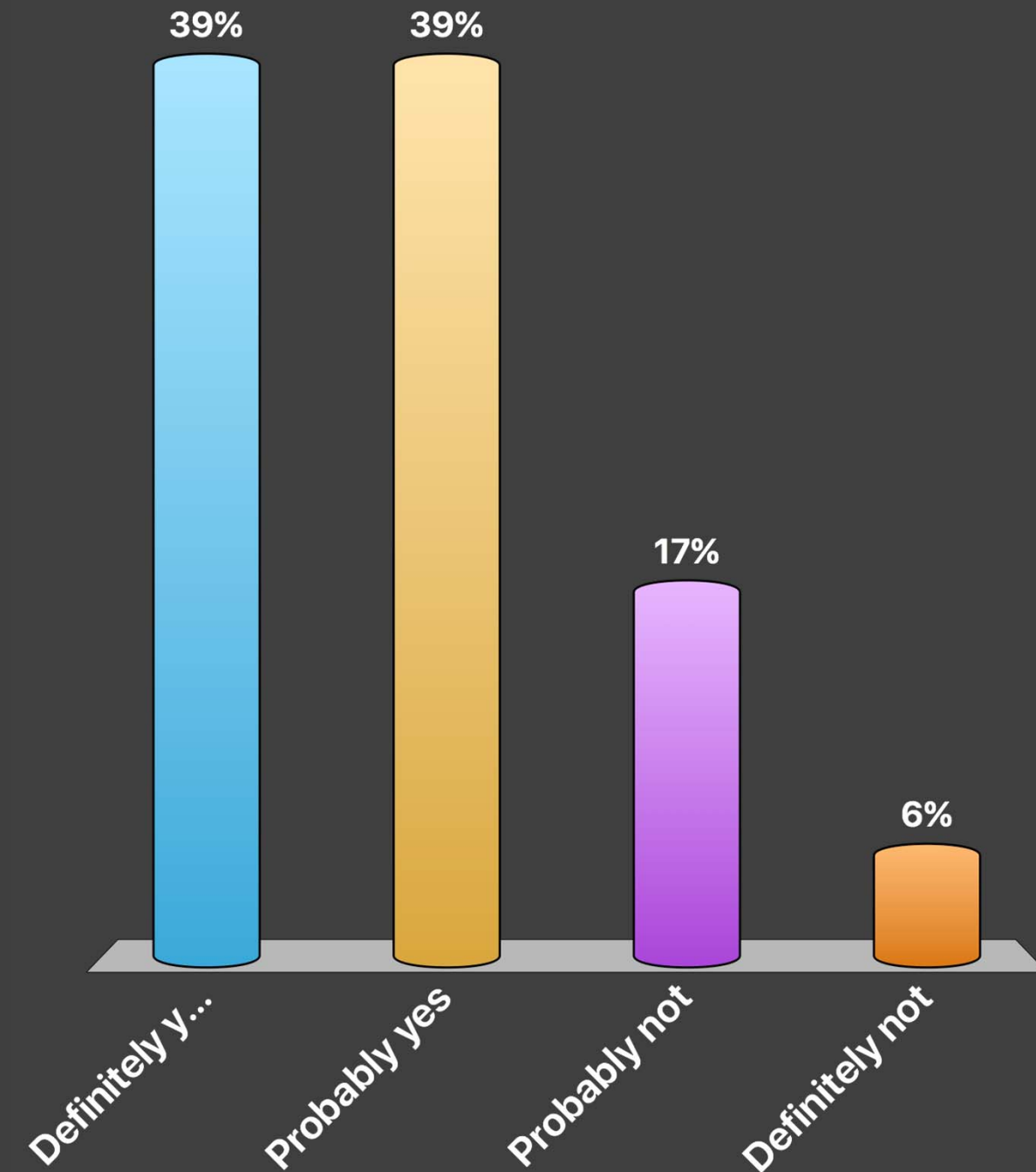
Better Collaboration with Other Service Providers *Improved Reliability* *Bikeshare*
More Substantial Bus Shelters **More Comfortable Buses**
ELECTRIC VEHICLES *Express Routes* **Dedicated Lanes**
Replace more school buses with transit **Bus Rapid Transit** **SAFETY**
Marketing **Accurate Real-Time Information** *Trolley*
Reduced fares for children, low income, and transit-dependent populations *Reduce environmental impact*



Stakeholder Poll – Investment

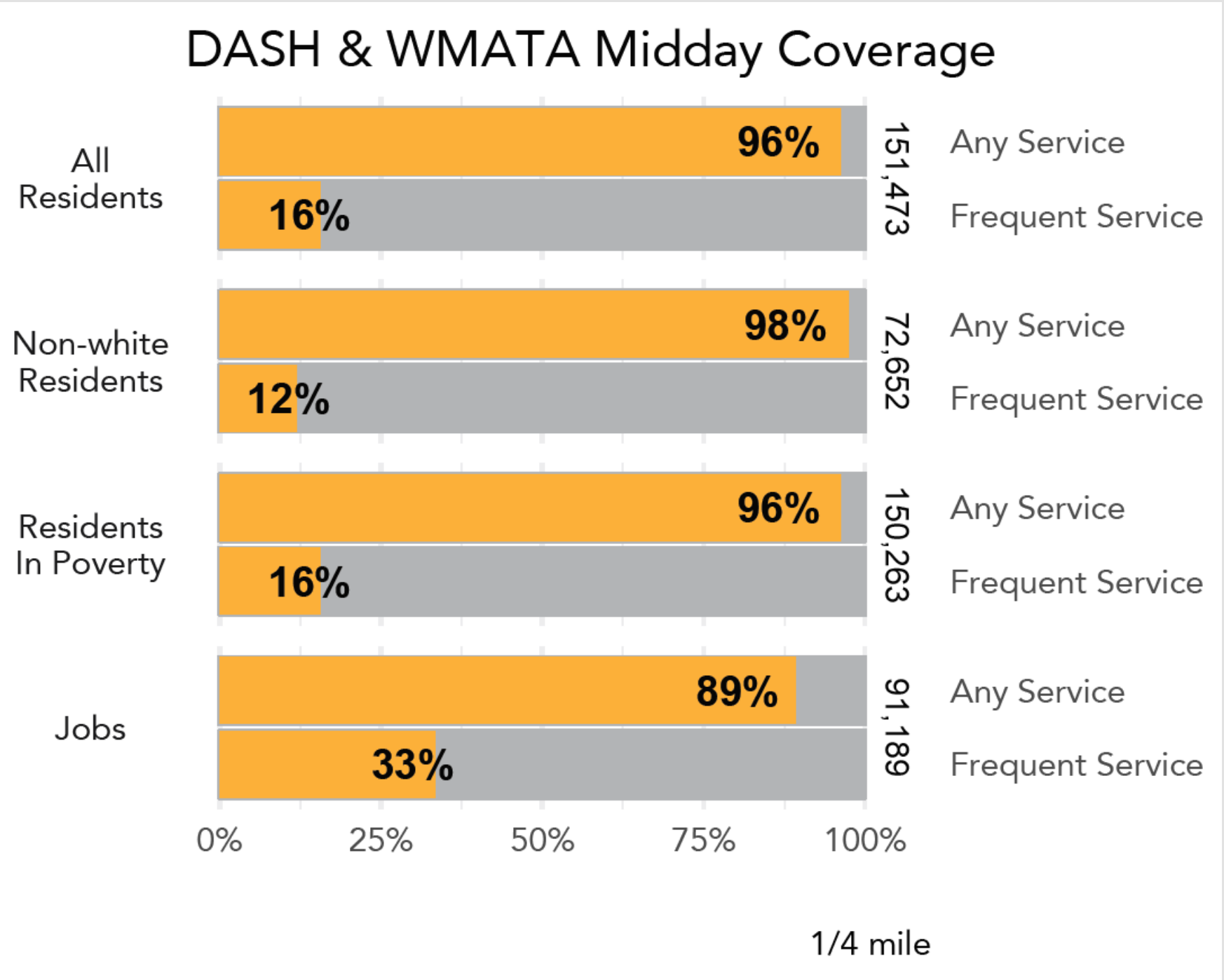
(Would you want more service even if it meant paying for it in taxes or fees?)

- 1. Definitely more service
- 2. Probably yes
- 3. Probably not
- 4. Definitely not higher cost



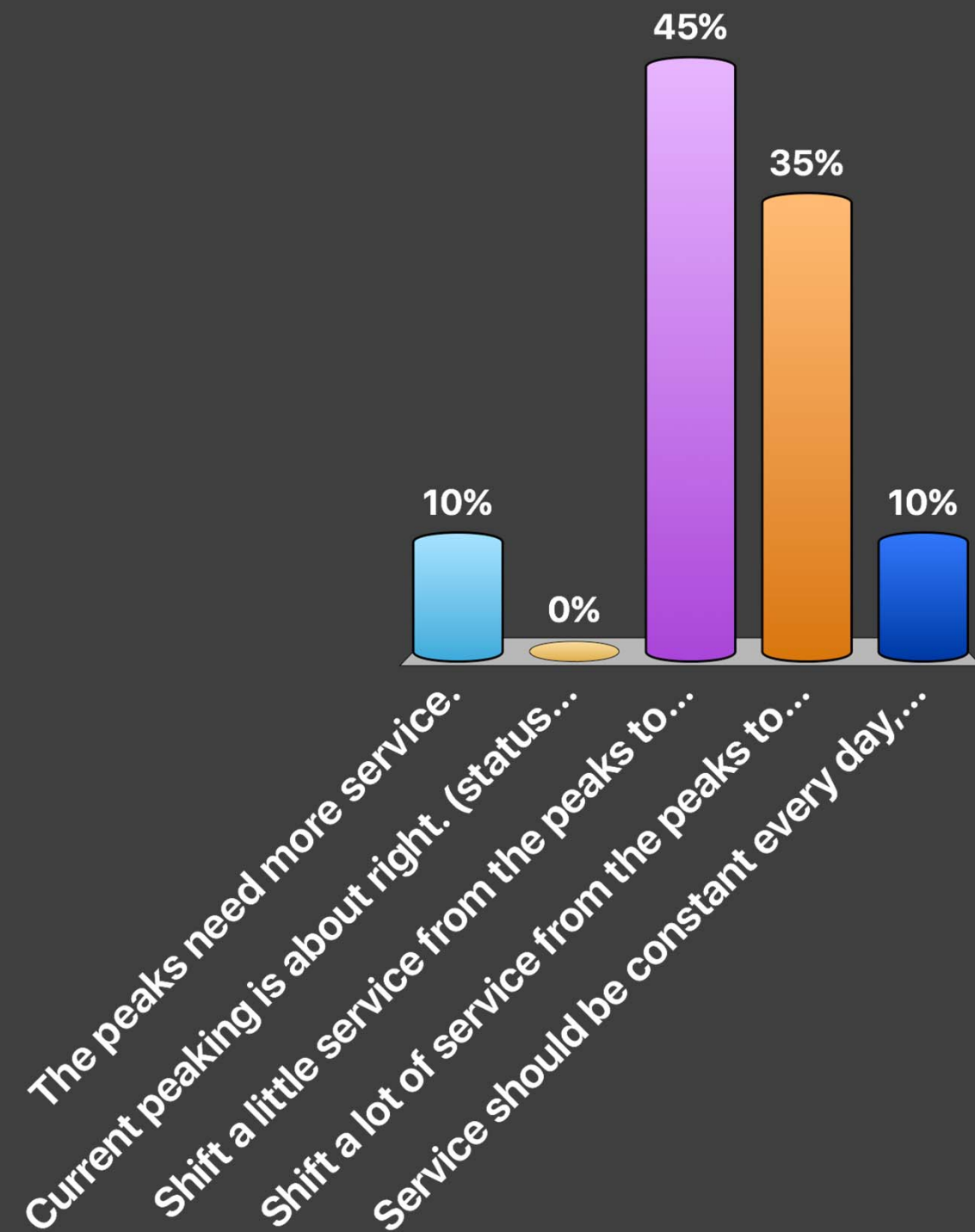
Peak and Non-Peak Service

- Nearly all people are covered
- Vast majority of jobs are covered
- Minimal access to frequent service



Stakeholder Poll – Peak and Non-Peak Service

1. The peaks need more service.
2. Current peaking is about right. (status quo)
3. Shift *a little* service from the peaks to other times.
4. Shift *a lot of* service from the peaks to other times.
5. Service should be constant every day, all week.



Open Ended Question

16. Is there anything else you want the Alexandria Transit Vision team to know?

General themes based on multiple respondents ...

- Made route-specific observations and recommendations
- Have concerns about Yellow Line shutdown in Summer 2019
- Called out the importance of timing and reliability for transfers
- Desire better coordination with WMATA, VRE, Arlington
- Want accurate, real-time information for making decisions about their trips
- Are frustrated that they can walk or drive faster to a destination than if they took transit
- Would like improved amenities at bus stops (shelter, lighting) and on buses (comfort, cleanliness)
- Think there should be better service (frequency, coverage) and reduced fares for low-income populations



Demographic Questions



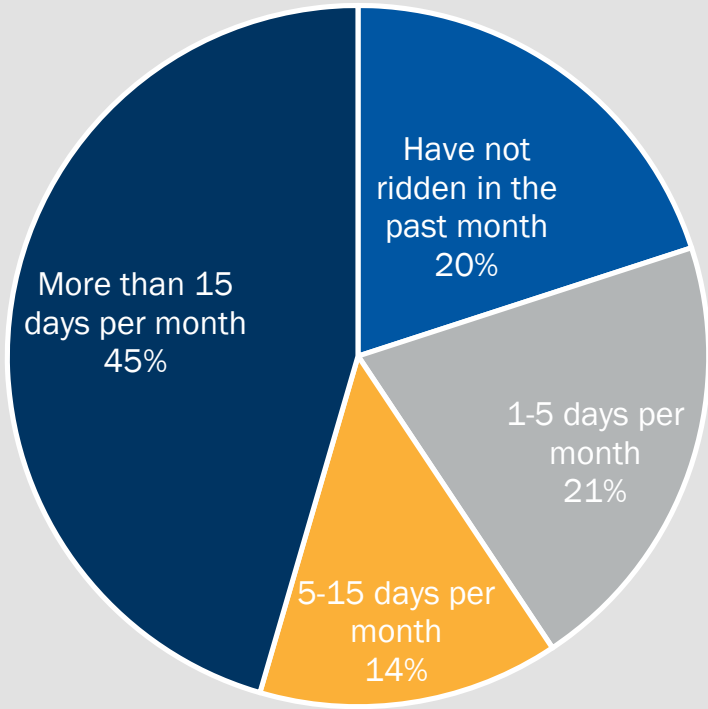
Demographic Questions

- Takeaways of respondents
 - 310 total responses
 - 253 are residents of the city
 - 93 are employed within the city
 - 73 are both residents of and employed within the city
 - 55% female
 - 45% ride the bus (Metrobus or DASH) more than 15 days per month whereas 37% ride Metrorail more than 15 days per month
 - Primarily 25-44 years old (56%)
 - 71% White (non-Hispanic)
 - 18% from zero-vehicle households

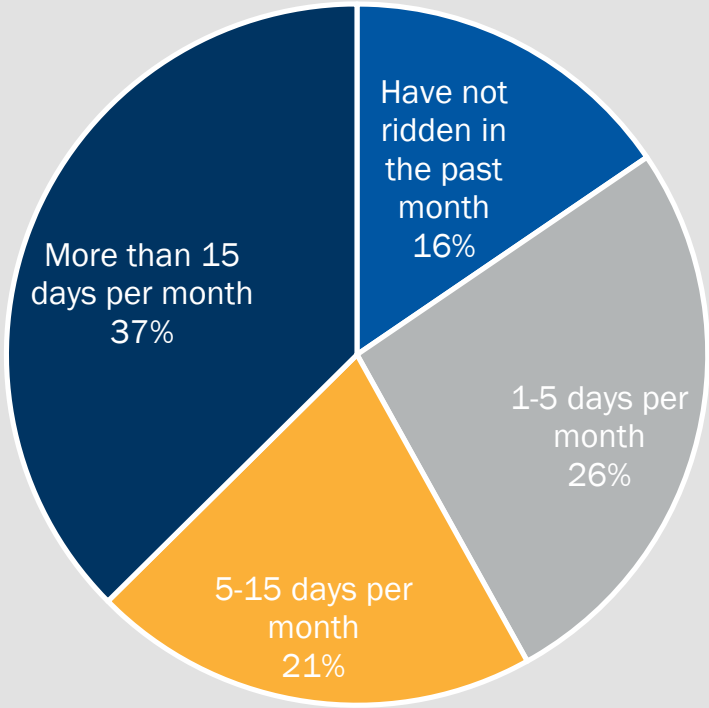


Demographics – Transit Usage

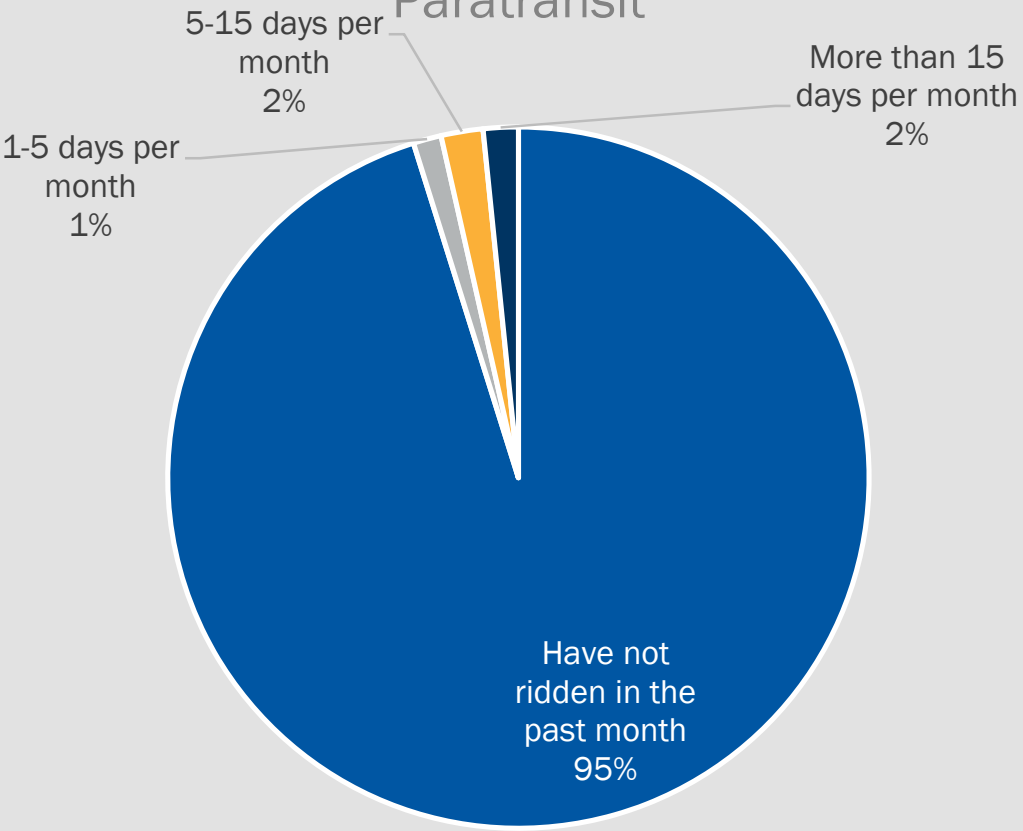
DASH or Metrobus



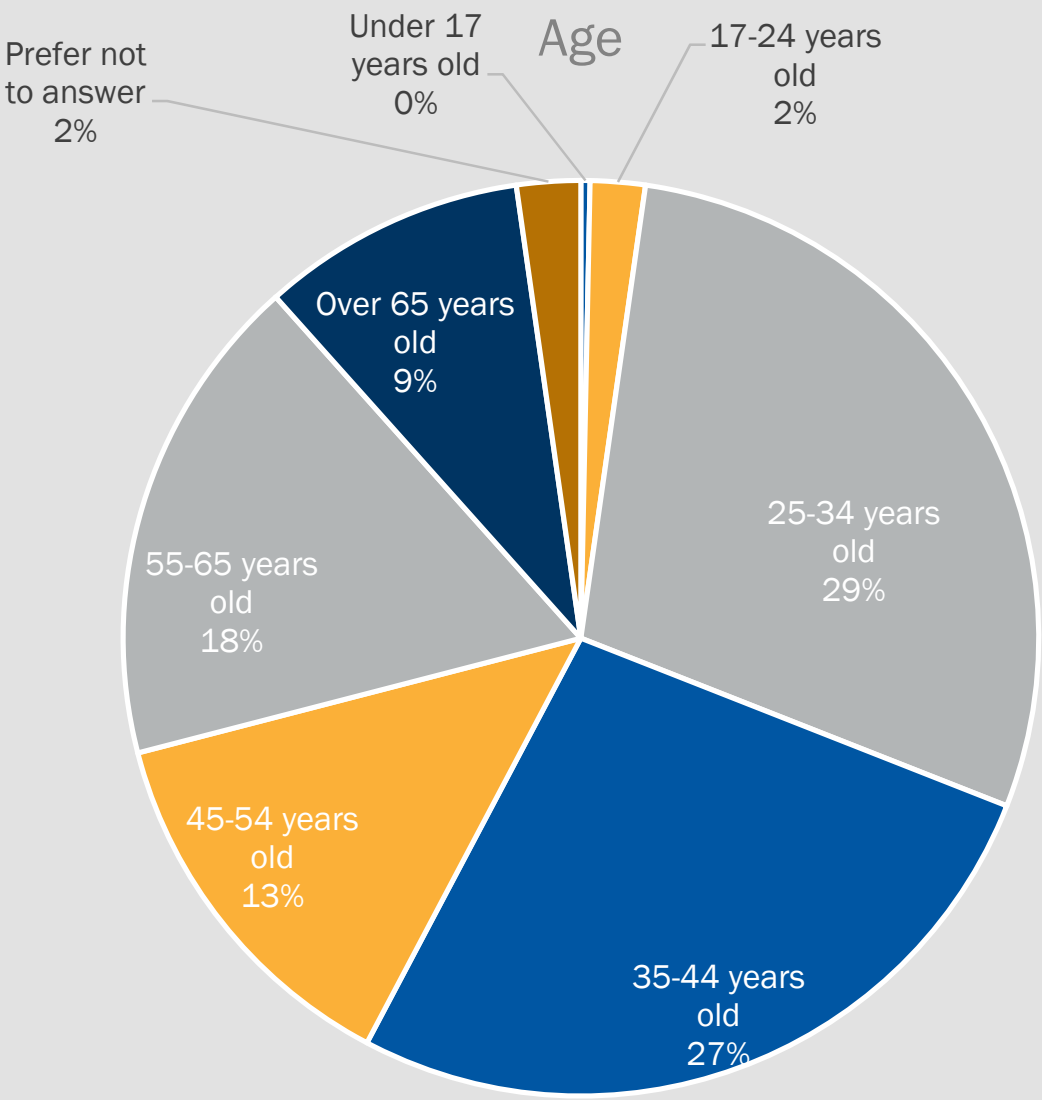
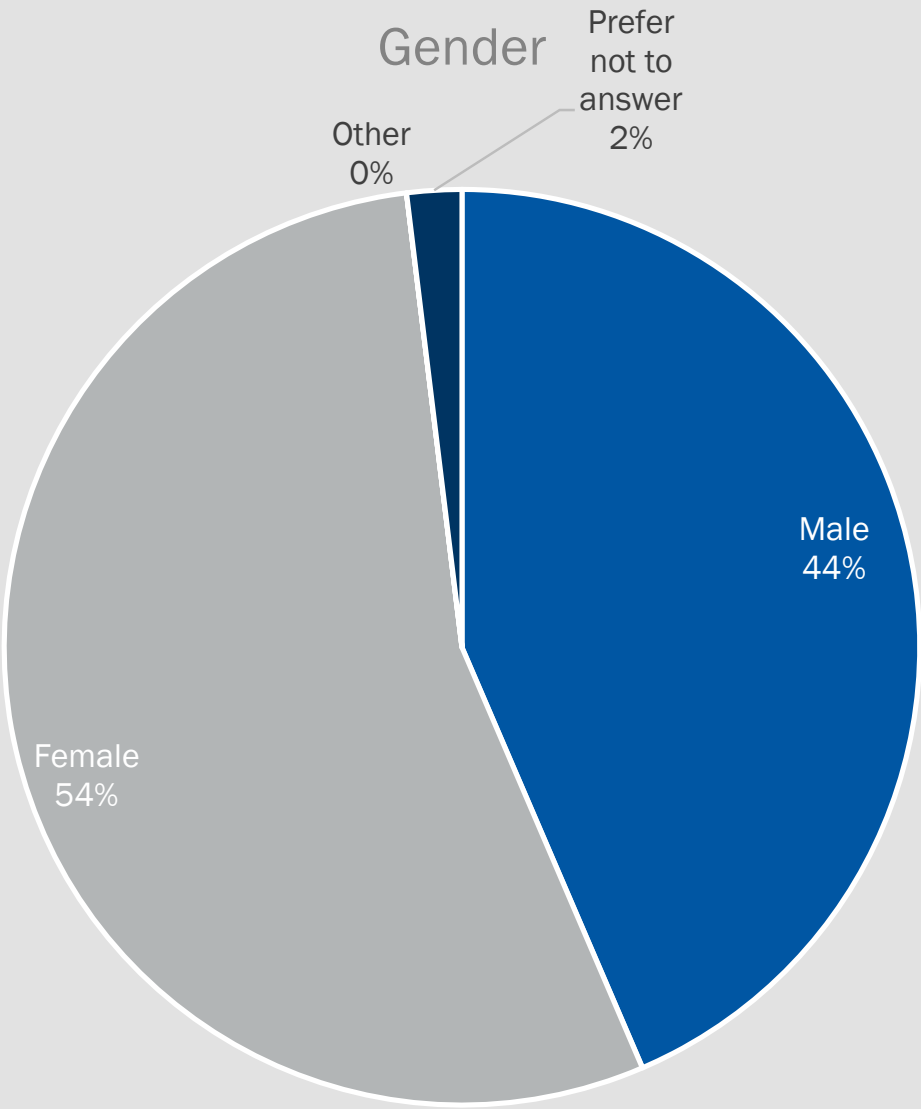
Metrorail



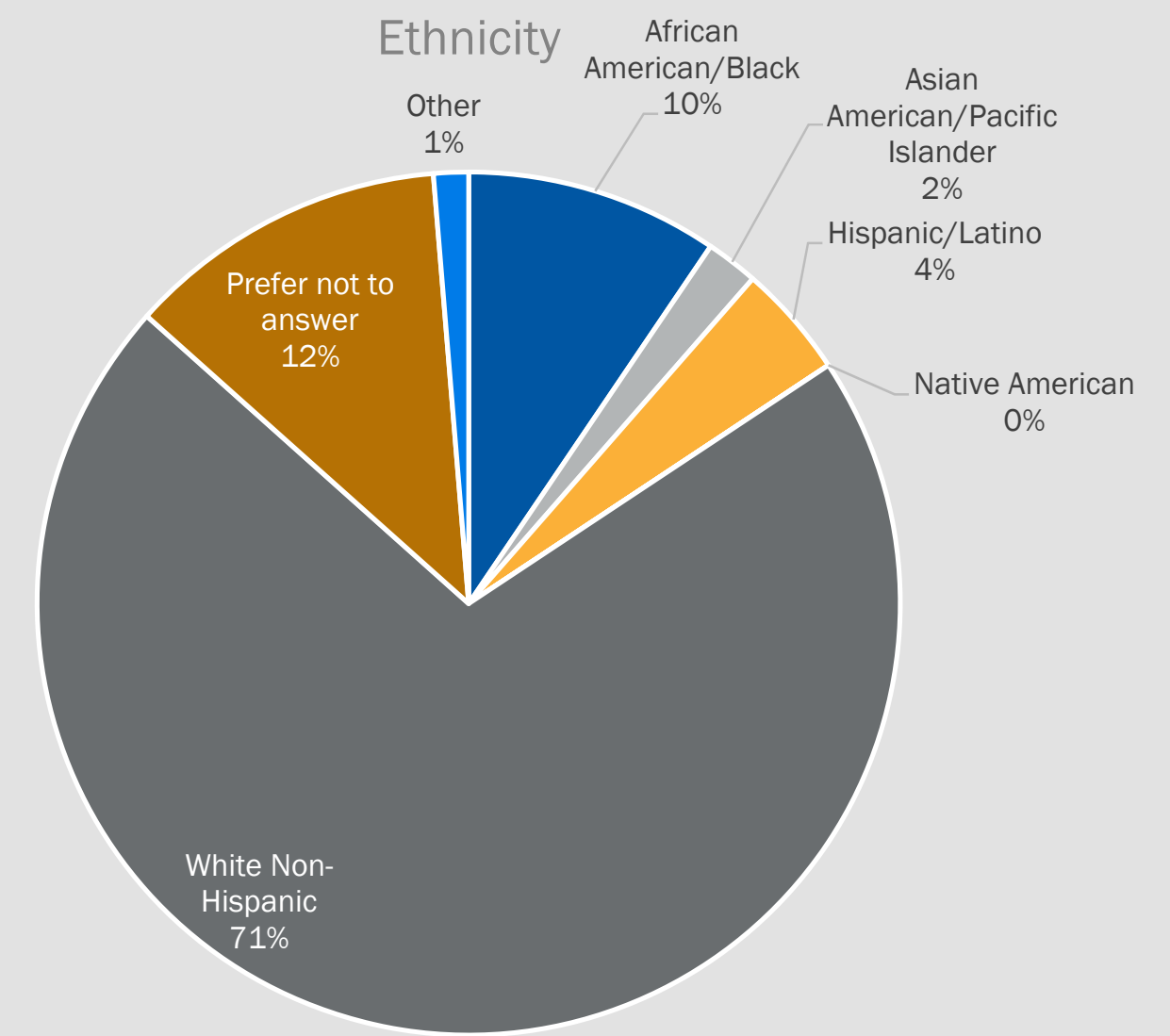
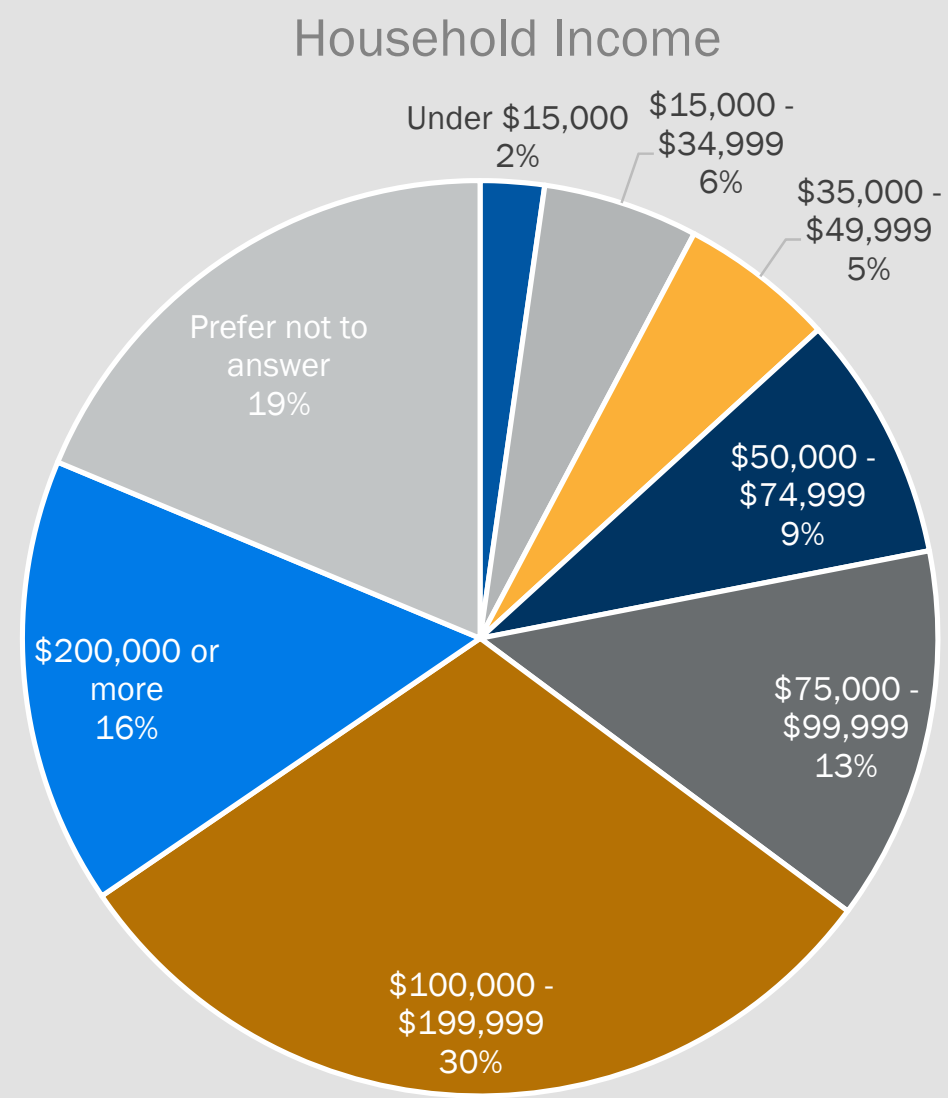
Paratransit



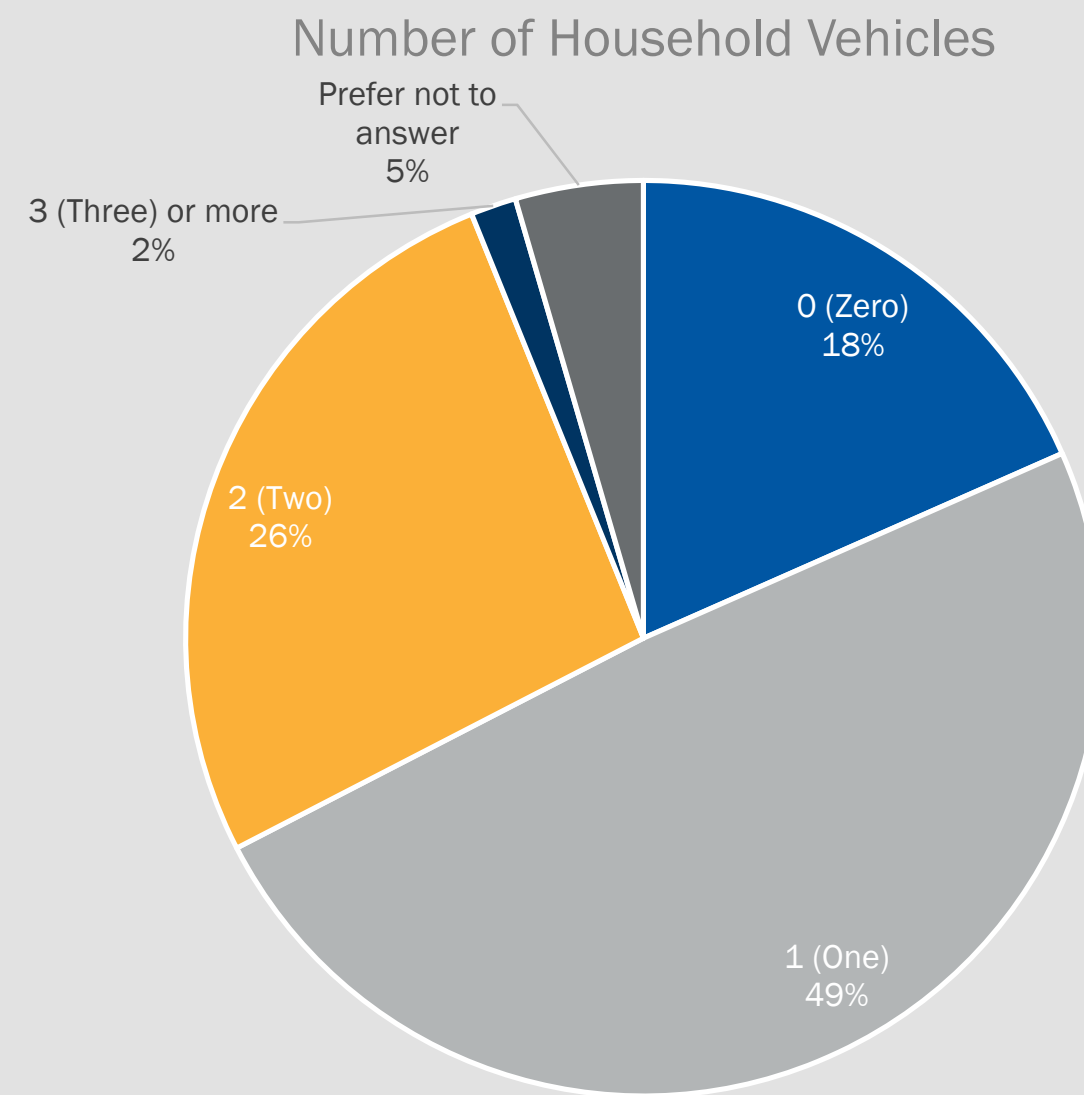
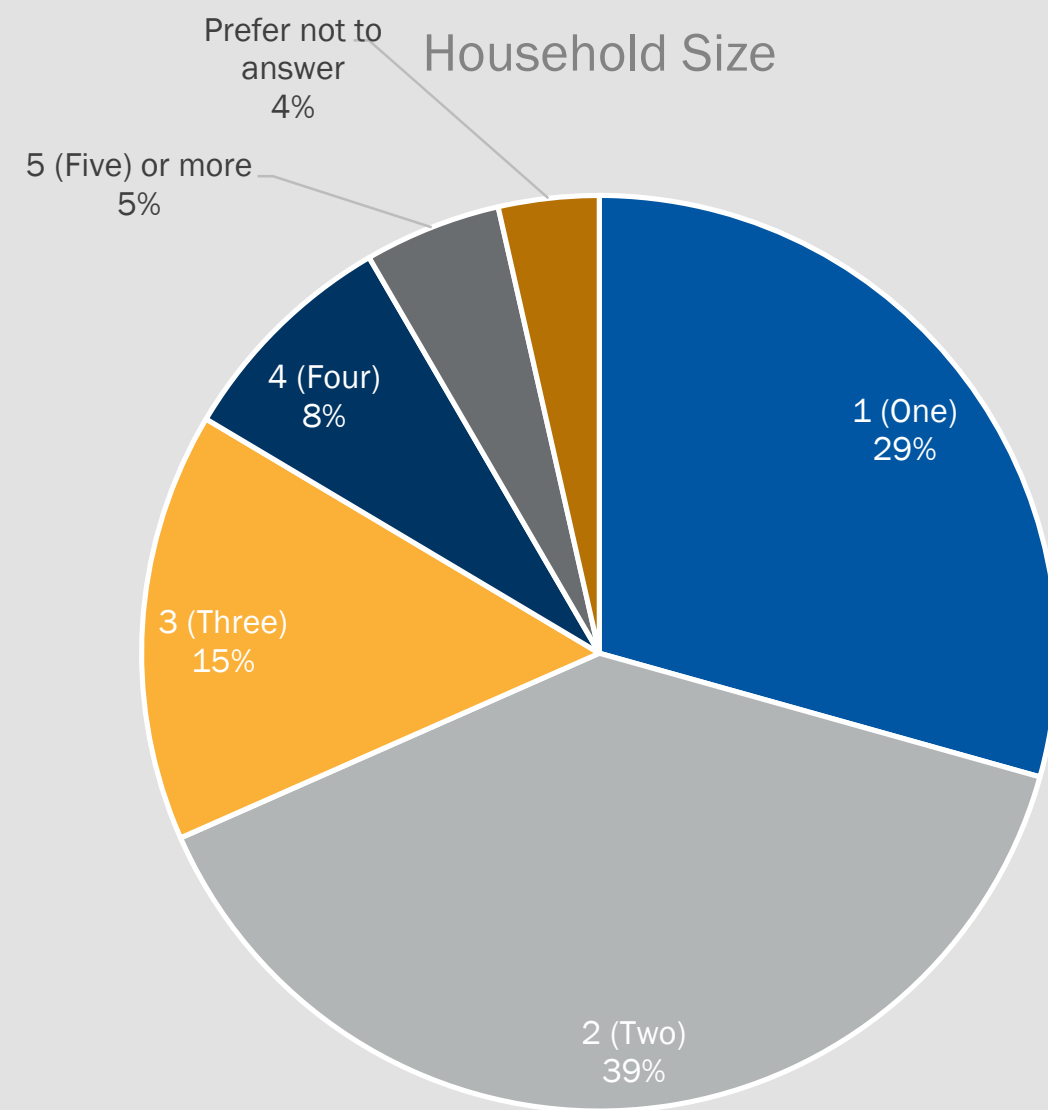
Demographics – Gender & Age



Demographics – Income & Ethnicity

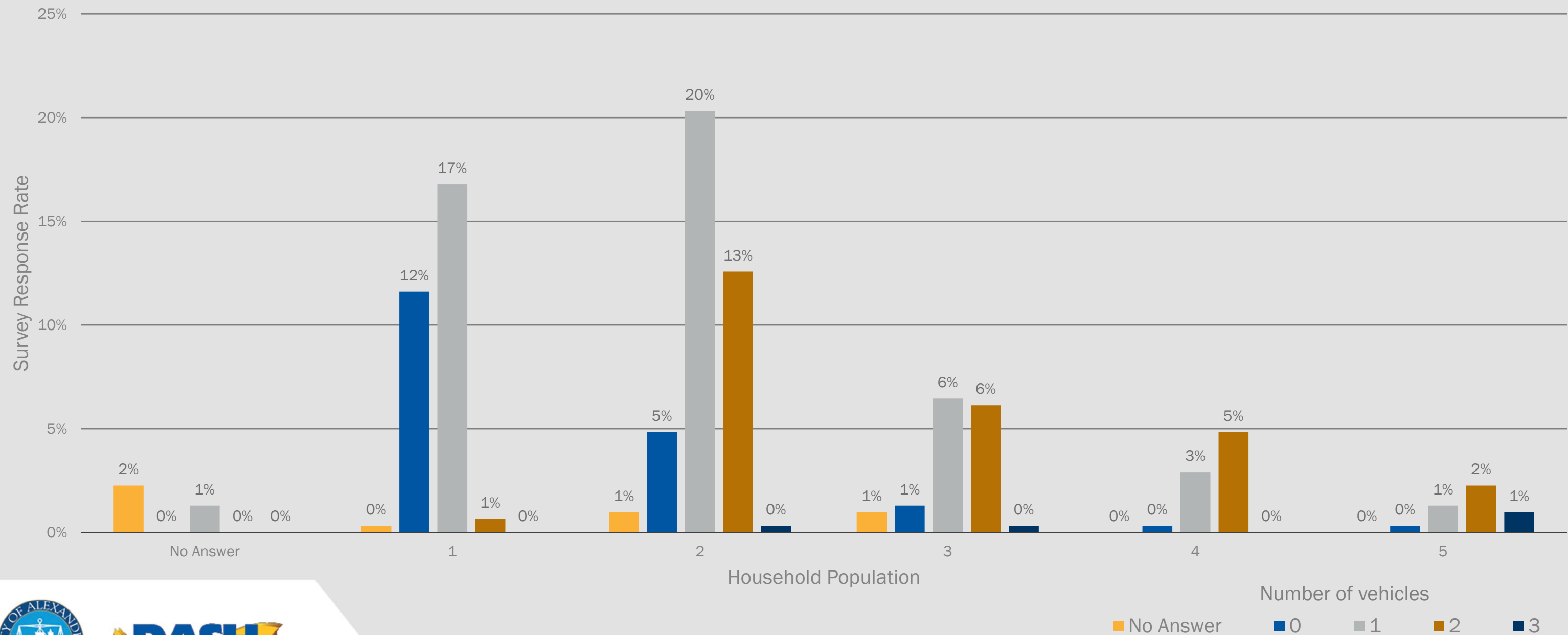


Demographics – Household Size & Vehicles

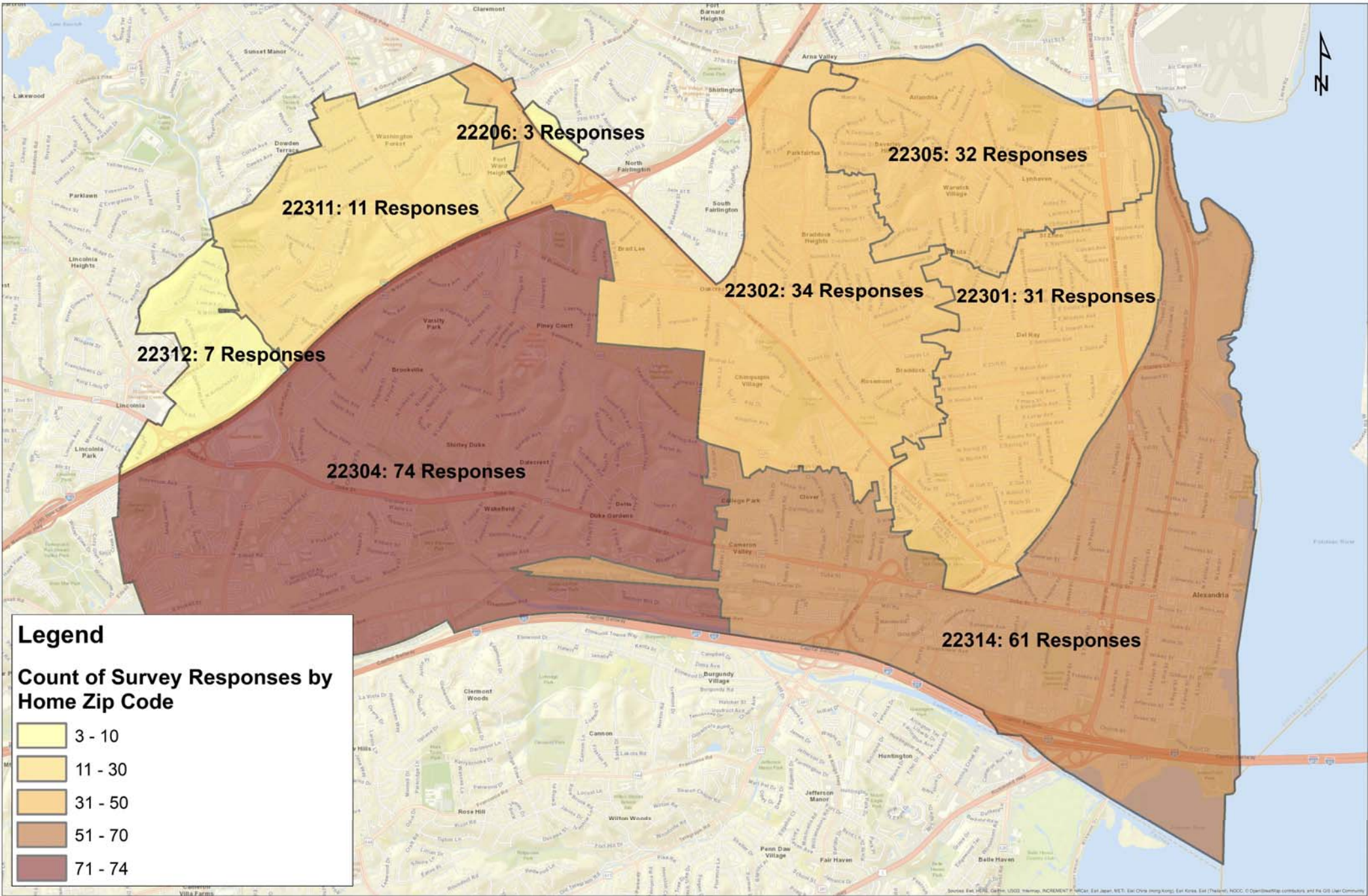


Demographics – Household Size & Vehicles

Relationship of Number of Vehicles to Household Population



Demographics – Survey Response, Residence Zip Code



Note: Only includes respondents that indicated that they live in Alexandria (253 total out of 286 that indicated a home zip code (88%))

